

AGENDA

DEPARTMENT OF ENVIRONMENTAL QUALITY

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee

May 12, 2004

State Administrative Board

May 18, 2004

SUBMERGED LANDS

1. Proposed marina lease of a 0.68-acre parcel of Lake Huron public trust bottomlands on Mackinac Island, Mackinac County.

Applicant: Ryba Properties LLC

Consideration: \$1170/year

Withdrawn

2. Proposed deed to a 0.14-acre parcel of Lake St. Clair public trust bottomlands on Harsens Island, Clay Township, St. Clair County.

Applicant: Michael and Melissa Barry

Consideration: \$5,100

Withdrawn

Mary Ellen Cromwell, Assistant Chief
Geological and Land Management Division
Department of Environmental Quality

Date

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: May 12, 2004 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: May 18, 2004 – Michigan Room,
2nd Floor, Romney Building, 11:00 AM

SUBCONTRACTS

- | | | | |
|----|---|------------------------|---------------------|
| 1. | Saginaw Asphalt Paving
3200 Carrollton Road
Carrollton, MI 48604 | Asphalt Overlay | \$ 59,589.32 |
|----|---|------------------------|---------------------|

Approval is requested to authorize the Huron County Road Commission to award a subcontract for cold milling and asphalt overlay on M-142 in Huron County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for asphalt overlay on M-142, in the village of Elkton, Wright Street to the west village limits in Huron County.

Benefit: The contract provides for safer highways for the traveling public. It also helps to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadway could become hazardous for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48604.

CONTRACTS

2. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0804) between MDOT and Tuscola & Saginaw Bay Railway Company, Inc., (T&SBY), dated July 5, 1994, will provide for improvements under job number 78297 at two crossing surfaces of T&SBY in Washington Township, Gratiot County. These improvements will include the reconstruction of the crossings on US-127, along with the reconstruction of the roadway approaches. This work will reduce the potential for vehicles to lose control due to the existing condition of the crossings.

Estimated Funds:

Federal Highway Administrative Funds	\$ 184,500
State Restricted Trunkline Funds	<u>\$ 20,500</u>
Total Funds	\$ 205,000

STR 29011 - 78297

Railroad Force Account Work

Purpose/Business Case: To reconstruct railroad crossing and place crossing and approaches at the same elevation.

Benefit: Increased safety by reducing potential for vehicles to lose control while crossing over the tracks due to the elevation differential and the roughness of the crossing.

Funding Source: Federal Highway Administration Funds and State Restricted Trunkline Funds.

Commitment Level: 90% Federal and 10% State Funds; based on estimate.

Risk Assessment: Vehicles will continue to experience an abrupt drop and roughness when crossing over the tracks which presents a safety hazard.

Cost Reduction: Improvements are on railroad property and T&SBY is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Improve existing railroad crossing surfaces.

Zip Code: 48874.

3. *HIGHWAYS – Increase Services, Extend Term

Amendatory Contract (2001-0646/A2) between MDOT and Emergency Road Response, Inc., will extend the contract term by approximately four months in order to provide for ongoing services. The contract was originally awarded later than anticipated, and the contractor provided services prior to contract award that were made reimbursable by Amendment 1. Amendment 1, as approved by the State Administrative Board on the May 7, 2002, agenda, retroactively extended the beginning date of the contract. Funding remaining in the contract due to lower than expected costs will allow the additional period of services to be added at no additional cost. The original contract provides for the patrol of segments of the freeway system in Wayne, Oakland, and Macomb Counties for the assistance of stranded motorists. The revised contract term will be June 1, 2001, through September 24, 2004. The contract amount remains unchanged at \$3,657,027.87. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This proposed amendment will extend the contract period to align with funding already in the contract.

Benefit: Extending the existing contract will ensure continuous services that will provide for greater traffic safety.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving the amendment is disruption to the Freeway Courtesy Patrol program and suspension of roadside assistance services.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is the extension of an existing contract at no additional cost.

Zip Code: 48216.

4. *HIGHWAYS - Time Extension, Revised Scope

Amendatory Contract (2001-0966/A4) between MDOT and Fishbeck, Thompson, Carr & Huber will extend the contract term by two years and revise the scope to allow for the continuation of the operation and maintenance of the remediation system, groundwater monitoring services, and the preparation of a risk-based closure report. The original contract provides for geotechnical services of a remediation system to provide the environmental cleanup operation at MDOT's Marshall Maintenance Garage in Calhoun County. The revised contract term will be October 16, 2001, through December 31, 2006. The total contract amount remains unchanged at \$286,302.47. Source of Funds: 100% Michigan Department of Environmental Quality State Sites Cleanup Funds.

Purpose/Business Case: The Marshall Maintenance Garage is a leaking underground storage tank site that is undergoing an environmental cleanup operation. Contaminant concentrations in the groundwater have been decreasing faster than anticipated since operation of the remediation system began. The consultant modified the system to make it more efficient when groundwater conditions improved. This amendment will extend the contract term by two years and revise the scope to allow for the continuation of the operation and maintenance of the remediation system, groundwater monitoring services, and the preparation of a risk-based closure report.

Benefit: Clean-up of this site will improve the groundwater quality at MDOT's Marshall garage location and keep MDOT in compliance with the Michigan Department of Environmental Quality environmental statutes.

Funding Source: 100% Michigan Department of Environmental Quality State Site Cleanup Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without this amendment, MDOT will be out of compliance with Part 213 of Act 451, P.A. 1997, as amended.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project. The environmental investigation at the Marshall garage was initiated in 1995 and a remediation system was constructed and began operation in 2002.

Zip Code: 49068.

5. HIGHWAYS - Time Extension

Amendatory Contract (2002-0212/A3) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the contract by approximately seven months to provide sufficient time for the consultant to represent MDOT in claims proceedings. The contractor has filed approximately \$400,000 in claims on the subject project. The consultant managed day-to-day activities and is knowledgeable about the project and the situations that arose concerning the claim matters. The original contract provides for construction engineering services and inspection and testing on I-96 from the College Road overpass to the Wacousta Road overpass in the counties of Clinton, Eaton, and Ingham. The revised contract term will be January 29, 2002, through January 1, 2005. The total contract amount remains unchanged at \$3,447,803.06. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This time extension is needed to allow enough time for the consultant to represent MDOT in claims proceedings. The contractor has filed approximately \$400,000 in claims on the subject project. The consultant managed day-to-day activities and is knowledgeable about the project and the situations which arose concerning the claim matters.

Benefit: The knowledge of the consultant will aid MDOT in support of the reduction of claim payments, thus saving substantial money for MDOT and the citizens of Michigan.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The potential payment of claims without support from the managing office would not be present if this extension of time is not approved.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48917.

6. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z12/R1) under Contract (2002-0248) between MDOT and HNTB Michigan, Inc., will retroactively extend the authorization term by approximately ten months due to a pending claim on an associated construction service. The original authorization provides for construction engineering services to be performed for the construction of a new sound wall on I-75 at Squirrel Road in Oakland County (CS 63174 - JN 55856A). The revised authorization term will be April 7, 2003, through February 26, 2005. The total authorization amount remains unchanged at \$171,018.86. The contract term is February 26, 2002, through February 26, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10 % State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this authorization revision is to provide additional time for resolution of a pending claim on an associated construction service.

Benefit: This contract will provide for the inspection and oversight of all contract work to ensure that all materials and workmanship are in accordance with MDOT specifications and guidelines, and to measure, document, and process payment for all construction contract work. This revision will assist with the resolution of the pending claim.

Funding Source: 90% Federal Highway Administration Funds and 10 % State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; although the hours are negotiated to minimize total cost. In addition, the contract maximum is fixed.

Risk Assessment: Failure to provide oversight of the construction contract could result in a wide range of impacts including substandard workmanship and materials, traffic concerns, public safety concerns, and jeopardizing federal funding participation in the construction contract. Also, without the revision, the pending claim may not be able to be resolved.

Cost Reduction: Costs in professional services are based on actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a new sound wall required for noise mitigation as a result of the widening of I-75 in the vicinity of Squirrel Road in 2000

Zip Code: 48442.

7. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z10/R2) under Contract (2002-0305) between MDOT and Wilcox Professional Services, LLC will add drainage corrections for five problem areas on US-2 and will increase the authorization by \$6,963.07. The original authorization (Z10) provides for the design of US-2 and US-41 from Washington Street easterly to Michigan Avenue in Dickinson County, for a total cost of \$331,287.74. The term of the authorization remains unchanged, August 22, 2002, through February 22, 2005. The revised authorization amount will be \$384,972.77. The contract term is February 22, 2002, through February 22, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This increase in scope is to address design of needed drainage corrections on US-2 near the original reconstruction limits of the project. Five drainage problem areas exist on US-2 between Fleshiem Street and C Street in the city of Iron Mountain. The design and construction work required to correct these problem areas can be included in the current US-2 reconstruction project from Washington Street to Michigan Avenue in Iron Mountain.

Benefit: By addressing these drainage problem areas during the design and construction of an adjacent major reconstruction project, the correct work can be efficiently designed and constructed at a minimal cost due to economy of scale. A cost savings in design will be achieved by utilizing a previously mobilized consultant, and by using the contract documents and bidding of the larger project.

Funding Source: 100% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Addressing the existing drainage problem areas independently of the adjoining reconstruction project would result in higher design, administration, and construction costs and would delay any action for this work.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 49801.

8. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z11/R1) under Contract (2002-0496) between MDOT and Wade-Trim/Associates, Inc., will provide for additional design services with the addition of four bridges along US-24 (Telegraph Road) and will increase the authorization amount by \$94,829.90. The original authorization (Z11) provides for milling and resurfacing the northbound lanes, including patching and overlaying the southbound lanes of US-24 in Wayne County (CS 82053 - JN 59067C). The authorization term remains unchanged, September 12, 2003, through June 5, 2005. The revised authorization amount will be \$370,798.77. The contract term is June 5, 2002, through June 5, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization revision is for additional design services and bridges along US-24.

Benefit: To improve pavement ride quality, condition and safety of the roadway. This project will also help reduce the long-term maintenance costs for this area.

Funding Source: 81.85% Federal Highway Administration Funds, 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Based on the current condition of the roadway, repair and replacement of various bridge components is needed. The bridge coordination is necessary as a part of this road project. Additionally, the combination of alternate repairs and additional maintenance, when compared to the bridge coordination work, would require additional disruptions to traffic. These additional disruptions would result in an increased cost to the users in the form of user delays.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This is not a new project.

Zip Code: 48128.

9. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2002-0613/A4) between MDOT and Wilcox Professional Services, LLC, will add preparation of plans and special provisions required to replace three watermain segments, videotaping existing sewers, and design work to modify the existing watersheds and divert water as needed, and increase the contract amount by \$137,897.45. The original contract provides for the design of I-94 from Rouge River to Wyoming Avenue in Wayne County. The work items of this contract include the preparation of a final scoping package for the rehabilitation/reconstruction of I-94 between the Rouge River and Wyoming Avenue, and reconstruction of a portion of I-94 at the Schaefer interchange extending from I-94 to the Canadian National Railroad south of I-94. The contract term remains unchanged, January 30, 2003, through May 7, 2005. The revised total contract amount will be \$4,912,653.47. Source of Funds: 87.5% Federal Highway Administration Funds and 12.5% State Restricted Trunkline Funds.

Purpose/Business Case: This contract amendment is for the negotiated fees to add additional design work to the project. This additional design work is for the replacement of three watermain segments, one sanitary sewer segment, the videotaping of existing sewers, and the additional drainage design required to modify the existing water sheds. The construction project is to be let in October of 2004.

Benefit: To improve the pavement ride, condition, and safety of the roadway. This reconstruction project will also reduce the long-term maintenance costs for this area.

Funding Source: 87.5% Federal Highway Administration Funds and 12.5% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The replacement of three watermain segments and one sanitary sewer segment is being added to the project because the consultant team was recently made aware that a replacement would be necessary. The videotaping of existing sewers is being added to address concerns regarding the condition of the remaining sewers. The additional drainage design is being added to accommodate a recent request made by the City of Dearborn. Failure to include this work in the consultant's contract will necessitate that the contractor address these issues during construction. This would result in higher unit prices, schedule delays, and increased supervision during construction.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48126.

10. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2002-0614/A2) between MDOT and Tetra Tech MPS will add videotaping of existing sewers and design of the plans and special provisions required to line or replace the existing sewers to the road and bridge design projects encompassing 2.94 miles along I-94, and increase the contract amount by \$55,769.57. The original contract provides for the design of I-94 from Pelham to the Rouge River in the city of Allen Park, Wayne County (CS 82022 - JN 45684C). The contract term remains unchanged, December 30, 2002, through April 30, 2006. The revised total contract amount will be \$1,396,639.51. Source of Funds: 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds, 1.25% Local Act 51 Funds.

Purpose/Business Case: This contract amendment is for the negotiated fees to add design work to the project. The design work is for the videotaping of existing sewers and the design of their replacement (or lining), if deemed necessary. The work is being added at the request of the Taylor TSC.

Benefit: Improved pavement ride, condition, and roadway safety of the roadway. The reconstruction project will reduce the long-term maintenance costs for this area.

Funding Source: 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds, 1.25% Local Act 51 Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The videotaping of existing sewers and the design of their replacement (or lining), is being added to the project to address concerns regarding the condition of the remaining sewers. Failure to include this work in the consultant's contract will necessitate that the contractor address these issues during construction, which will likely result in higher unit prices, schedule delays, and increased supervision during construction.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is for reconstruction of existing roadway.

Zip Code (for the major portion of the project work): 48180.

11. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z12/R1) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for additional hours of design services during construction to be performed as needed for the reconstruction of the I-94/US-24 interchange and will increase the authorization amount by \$29,098.73. The original authorization provides for design services during construction (construction assistance) to be performed on an as needed basis on the I-94/US-24 interchange in the city of Taylor, Wayne County (CS 82022 – JN 45686A). The authorization term remains unchanged, March 23, 2004, through April 10, 2006. The revised total authorization amount will be \$56,579.81. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide design assistance during the construction phase of the project for the performance of work on two bridges on the I-94/US-24 interchange.

Benefit: The benefit to MDOT will be a reduction in costs associated with interpretation and down-time pending the determination of what actions to take to resolve issues related to the design.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk to MDOT of not authorizing this work will be costly in the loss of experts to determine needed changes to the design and to resolve issues that arise during construction.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

* Denotes a non-standard contract/amendment

New Project Identification: This project not new, it is construction assistance on a project that has already been designed.

Zip Code: 48180.

12. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z1/R1) under Contract (2003-0288) between MDOT and Spalding DeDecker and Associates, Inc., will provide for updating the electrical design for the preferred option to include existing high-pressure sodium lights and tunnel pipe lighting, developing the traffic maintenance plans and related detour plan sheets for the Washington Street structure (S06 -82111), and will increase the authorization amount by \$118,021.10. The original authorization provides for the design of the rehabilitation and enhancement of aesthetics of the existing tunnel on the M-10/Jefferson connector under Cobo Hall, in the city of Detroit, Wayne County (CS 82111 - JN 75706C). The work items include repairing substructure concrete, constructing new ceiling and wall-mounted lighting, and removing and replacing security fencing adjacent to the roadway. The authorization term remains unchanged, October 13, 2003, through May 8, 2006. The revised authorization amount will be \$360,879.96. The contract term is May 8, 2003, through May 8, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization revision is for design of the substructure repair and tunnel lighting upgrades on the M-10/Jefferson Avenue connector under Cobo Hall (CS 82111 - JN 75706C). This is the final component of the I-94 beautification project from the Detroit Metropolitan Airport easterly to downtown Detroit. The work items include designing the electrical system to include additional high pressure sodium lights, light piping, and blue lights, and developing a Maintenance of Traffic Special Provision for this project and JN 78776C (M-10) under Washington Street.

Benefit: The repair work will extend the service life of this structure and the lighting upgrades will raise the lighting to current acceptable Illuminating Engineering Society (IES) levels. IES is the recognized authority on lighting in North America.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Risk of not completing this project is the missed opportunity to aesthetically enhance the downtown Detroit area.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is an existing structure.

Zip Code: 48226.

13. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z15/R1) under Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC will provide for additional services on the Warren Avenue Bridge over M-39 and will increase the authorization amount by \$24,631.93. The original authorization provides for subsurface investigation, geotechnical recommendation, and analysis of the existing foundation system to determine structural integrity with proposed loading in Wayne County (CS 82192 - JN 60335D). The authorization term will remain unchanged, January 20, 2004, through October 08, 2006. The revised authorization amount will be \$116,743.64. The contract term is October 8, 2003, through October 8, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This is for the design and replacement of the bridge superstructure. Additional services will include structural engineering of the center pier footing and micropile foundation.

Benefit: Replacing the structure will reduce the over-stressed existing beam and deck system.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not performing these services is a continued reduction in safety and a growing risk to the public.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This is not a new project. The project is a superstructure replacement to upgrade to current standards.

Zip Code: 48201.

14. *HIGHWAYS - IDS Engineering Services

Contract (2004-0077) between MDOT and Mannik & Smith Group, Inc., will provide for underground storage tank removal services for the Metro, University, and Bay Regions to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$2,000,000, and the maximum amount of any authorization will be \$500,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

15. *HIGHWAYS - IDS Engineering Services

Contract (2004-0078) between MDOT and Superior Environmental Corporation will provide for underground storage tank removal services for the Southwest, Grand, North, and Superior Regions to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$3,000,000, and the maximum amount of any authorization will be \$500,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

16. *HIGHWAYS - IDS Engineering Services

Contract (2004-0079) between MDOT and K & D Industrial Services will provide for underground storage tank removal services for the Metro, Southwest, Grand, and North Regions to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$500,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

17. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2004-0139) between MDOT and Holland Engineering, Inc., will provide for the road design ground survey for the rehabilitation of I-196 from 0.4 miles south of the bridge (R01) over the abandoned railroad south of M-140 to 0.1 miles south of the bridge for 109th Avenue, Van Buren and Allegan Counties (CSs 80012, 80013, and 030033 - JN 60471C). The work items included in this supplemental survey will cover primary and intermediate controls for mapping and photo targets, hard surface elevations, property, government corners, bridge under-clearances, utility inventories, and legal alignment. This authorization will be in effect from the date of award through March 3, 2007. The authorization amount will be \$346,482. The contract term is March 3, 2004, through March 3, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization provides for the road design ground survey for the rehabilitation of I-196 from 0.4 miles south of the bridge (R01) over the abandoned railroad south of M-140 to 0.1 miles south of the bridge for 109th Avenue, Van Buren and Allegan Counties (CSs 80012, 80013 & 030033 - JN 60471C). The work items included in this supplemental survey will cover primary and intermediate controls for mapping and photo targets, hard surface elevations, property, government corners, bridge under-clearances, utility inventories, and legal alignment.

Benefit: This authorization will ensure that the design effort will commence on schedule so the distressed pavement can be replaced in a 2007 construction contract.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The I-196 concrete pavement on this project is over forty years old. The distress in the pavement includes severely faulted joints, frequent surface spalls, and some longitudinal cracking. The risk of not approving this authorization is that a delay in treatment may result. There would be continued poor ride quality, safety concerns associated with a rough pavement surface, and frequent reactive maintenance activity on this important commercial route. If this survey is not completed in the 2004 season, the planned 2007 construction will be in jeopardy.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 49090.

18. HIGHWAYS - IDS Engineering Services

Contract (2004-0251) between MDOT and Access Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

19. HIGHWAYS - IDS Real Estate Services

Contract (2004-0266) between MDOT and Genzink Appraisal Company will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

20. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5141) between MDOT and the City of Gibraltar will provide for participation in the construction under contract by the City of the following transportation enhancement improvements:

Non-motorized pathway work along South Gibraltar Road from West Jefferson Avenue easterly approximately 0.2 miles, including sidewalk, undercutting, miscellaneous sign restoration, erosion control, and hydrant relocation work.

Estimated Funds:

Federal Highway Administration Funds	\$40,192
City of Gibraltar Funds	<u>\$10,048</u>
Total Funds	<u>\$50,240</u>

STE 82400 – 51025; Wayne County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Gibraltar Funds.

Commitment Level: 80% Federal up to \$40,192 and the balance by the City of Gibraltar; based on estimate.

Risk Assessment: Contract required in order for the City to receive these federal funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 48713.

21. HIGHWAYS - Cost Participation for Local Agency Force Account Contract
Contract (2004-5149) between MDOT and the City of Detroit will provide for participation in the following transportation enhancement improvements:

The purchase of historic street lights for Harmonie Park near the intersection of Gratiot Avenue (Highway M-3) and Brush Street.

Estimated Funds:

Federal Highway Administration Funds	\$139,360
City of Detroit Funds	<u>\$ 68,640</u>
Total Funds	<u>\$208,000</u>

STE 82072 – 43554; Wayne County
Local Force Account

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Historic preservation.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Detroit Funds

Commitment Level: 67% Federal up to \$139,360 and the balance by City of Detroit; based on estimate.

Risk Assessment: Contract required in order for the City to receive these federal funds.

* Denotes a non-standard contract/amendment

Cost Reduction: Estimate reviewed to make sure reasonable and valid.
New Project Identification: Purchase new street lights.
Zip Code: 48226.

22. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5203) between MDOT and the City of Pleasant Ridge will provide for participation in the construction under contract by the City of the following transportation enhancement improvements:

Streetscaping and non-motorized pathway work along the west side of Woodward Avenue (Highway M-1) from Oxford Boulevard northerly to the eastbound Highway I-696 service drive, including landscaping, benches, trash receptacles, irrigation, and park lighting work.

Estimated Funds:

Federal Highway Administration Funds	\$302,240.00
City of Pleasant Ridge Funds	<u>\$201,493.33</u>
Total Funds	<u>\$503,733.33</u>

STE 63051 – 73847; Oakland County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Beautification of the transportation system and to provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Pleasant Ridge Funds.

Commitment Level: 60% Federal up to \$302,240 and the balance by the City of Pleasant Ridge; based on estimate.

Risk Assessment: Contract required in order for the City to receive these federal funds.

Cost Reduction: Low bid.

New Project Identification: New beautification of existing roadway and new pedestrian and bicycle facilities.

Zip Code: 48069.

23. *MACKINAC BRIDGE AUTHORITY - Construction Engineering Services

Contract (2004-0250) between the Mackinac Bridge Authority and KTA-Tator, Inc., will provide for construction engineering services to be performed, including full inspection of the cleaning and coating process for the center span of the Mackinac Bridge. This contract will be in effect from the date of award through December 31, 2006. The contract amount will be \$1,175,128.86. Source of Funds: 100% Mackinac Bridge Authority Toll Funds.

Purpose/Business Case: To provide construction engineering services for project 86000 M00199, which is for the cleaning and coating of existing structural steel on the center span of the Mackinac Bridge.

Benefit: Will insure compliance with MDOT and the Mackinac Bridge Authority's plans and specifications. Will insure compliance with applicable state and federal guidelines and regulations.

Funding Source: 100% Mackinac Bridge Authority Toll Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined could result in a substandard quality of paint on the structure; in violations of state and federal regulations; in damage to the structure; and in potential health hazards to Mackinac Bridge Authority employees.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

* Denotes a non-standard contract/amendment

New Project Identification: The project involves the total cleaning and coating of the existing center span of the Mackinac Bridge.
Zip Code: 49781.

24. MULTI-MODAL – Railroad Force Account Work

Authorization (50003-79503) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide funding for the installation of side-of-street flashing light signals, half-roadway gates, and constant warning time circuitry at GTW=s grade crossing of 24 Mile Road in Chesterfield Township, Macomb County. This work, to be performed in conjunction with a roadway improvement project, will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Road Commission of Macomb County and approved on June 3, 2003. The total cost of the project is estimated at \$159,280. Source of Funds: Federal Highway Administration Funds - \$39,820; FY 2004 State Restricted Trunkline Funds - \$39,820; Road Commission of Macomb County - \$79,640.

Purpose/Business Case: The project will provide for the installation of side-of-street flashing-light signals, half-roadway gates, and constant warning time circuitry at the grade crossing of GTW with 24 Mile Road in Macomb County's Chesterfield Township. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of active warning devices was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT=s Rail Safety Section.

Funding Source: Funding for this project is provided by state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a), federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and local funds. Source of Funds: Federal Highway Administration Funds - \$39,820; FY 2004 State Restricted Trunkline Funds - \$39,820; Local Road Agency, Road Commission of Macomb County - \$79,640.

Commitment Level: The contract cost is based on GTW's estimate and will be paid on a force account basis.

Risk Assessment: The roadway improvement project will provide for the paving and widening of the existing roadway surface. Current and future traffic and train volumes and sight distance restrictions combine to warrant the installation of active warning devices, which will provide a greatly improved level of warning for motorists.

Cost Reduction: The work will be performed by GTW on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Road Commission of Macomb County.

New Project Identification: Motorist warning at the crossing today is provided by railroad crossbucks and stop signs. This project would enhance the level of warning to motorists by upgrading to active warning devices.

Zip Code: 48051.

25. MULTI-MODAL – Railroad Force Account Work

Authorization (29046-79441) under Master Agreement (94-0804), dated July 28, 1994, between MDOT and Tuscola & Saginaw Bay Railway Company, Inc. (T&SBY), will provide funding for the installation of flashing-light signals, half-roadway gates, and a side-light at T&SBY=s grade crossing of South St. Johns Street in Ithaca, Michigan. This work, to be performed in conjunction with a recent roadway improvement project, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Ithaca and approved on April 15, 2004. The total cost of the project is estimated at \$117,364.43. Source of Funds: Federal Highway Administration Funds - \$58,682.21; FY 2004 State Restricted Trunkline Funds - \$58,682.22.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, half-roadway gates, and a side-light at the grade crossing of T&SBY with South St. Johns Street in Ithaca, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. Based on current and future traffic and train volume, the installation of flashing-light signals, half-roadway gates, and a side-light directed to westbound Meadow Drive was deemed necessary by a team which included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from federal dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130 and state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). Source of Funds: Federal Highway Administration Funds - \$58,682.21; FY 2004 State Restricted Trunkline Funds - \$58,682.22.

Commitment Level: The contract cost is based on T&SBY's estimate and will be paid on a force account basis.

Risk Assessment: The existing passive warning devices consisting of standard railroad crossbucks and stop signs were adequate for previous volumes, but are now inappropriate for the present and predicted future level of train and vehicle traffic. This project will correct that situation by installing side of street flashing lights, half-roadway gates and a side-light facing an intersecting roadway, to provide an active visual warning for motorists.

Cost Reduction: The work will be performed by T&SBY on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of T&SBY and the City of Ithaca.

New Project Identification: Motorist warning at the crossing today is provided by passive signs. This project would enhance the level of warning by adding new active side-of-street flashing-light signals, half-roadway gates and a side-light.

Zip Code: 48847.

26. MULTI-MODAL - Railroad Crossing Closure

Contract (2004-0246) between MDOT and the City of Plymouth will provide a lump sum incentive payment in exchange for the City's action to close York Street at its grade crossing with CSX Transportation in the city of Plymouth. This work will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The total contract amount will be \$15,000. Source of Funds: 100% FY 2004 State Restricted Trunkline Funds.

Purpose/Business Case: This action is being undertaken in the interest of public safety and in support of a Federal goal to reduce the number of public at-grade railroad crossings nationwide by 25%. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provides for cash incentive payments to local road jurisdictions.

Benefit: The road closure is being undertaken by the City for the sole purpose of enhancing motorist safety. Closing York Street at the railroad track will end vehicular movements over this grade crossing and eliminate potential car-train crashes.

Funding Source: The cash incentive payment for these closures comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2004 State Restricted Trunkline Funds - \$15,000.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: The availability of this state incentive payment was critical to the City of Plymouth's decision to close the street. Failure to provide this funding would jeopardize the closure and its associated public safety benefits.

Cost Reduction: The costs of accomplishing the closure will be borne by the road authority and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

New Project Identification: This is not a construction project, but rather a cash incentive payment provided to the local road authority in exchange for enhancing safety through the road closure. The project funding can be used for the closure treatment components or any transportation-related purpose.

Zip Code: 48170-1688.

27. *MULTI-MODAL (Aeronautics) - Increase Amount, Extend Term

Amendatory Contract (2002-0537/A2) between MDOT and the Marquette County Board of Commissioners will increase the contract amount by \$78,432 in order to allow for higher than anticipated construction costs and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the rehabilitation of the taxiway shoulder, the purchase of snow removal equipment, the replacement of a runway slab, the relocation of the beacon, and the installation of airfield signs at the Sawyer International Airport in Marquette, Michigan. The revised contract term will be August 2, 2002, through August 1, 2022. The revised total contract amount will be \$1,876,932. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$1,618,650	\$ 70,589	\$1,689,239
State Restricted Aeronautics Funds	\$ 36,000	\$ 21,685	\$ 57,685
Marquette County Funds	\$ 143,850	(\$13,842)	\$ 130,008
Total	<u>\$1,798,500</u>	<u>\$ 78,432</u>	<u>\$1,876,932</u>

Purpose/Business Case: The original contract included rehabilitation of taxiway shoulder pavement, purchase of snow removal equipment, runway concrete slab replacement, relocation of the airport beacon, and installation of airfield signs. The increase in the amount is due to higher than anticipated construction costs. The time extension is needed in order to comply with an FAA regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The improvements will extend the life of the runway pavement, provide for safe snow removal operations, and more efficient aircraft operations. This amendment will allow for project financial closure.

Funding Source: FAA Funds - \$1,689,239; State Restricted Aeronautics Funds - \$57,685; Marquette County Funds - \$130,008; Contract Total - \$1,876,932.

Commitment Level: The airport sponsor is obligated by FAA grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: All construction contracts were procured through federal procurement guidelines and awarded to the lowest bidder.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 49841.

28. *MULTI-MODAL (Aeronautics) - Increase Services and Amount

Amendatory Contract (2004-0103/A1) between MDOT and the Oakland County Board of Commissioners will add survey work to the project and increase the contract amount by \$5,630. The original contract provides for wetland delineation at the Oakland Southwest Airport in New Hudson, Michigan. The term of the contract remains unchanged, March 12, 2004, through March 11, 2024. The revised total contract amount will be \$10,620. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$4,491	\$5,067	\$ 9,558
State Restricted Aeronautics Funds	\$ 249	\$ 282	\$ 531
Oakland County Funds	\$ 250	\$ 281	\$ 531
Total	<u>\$4,990</u>	<u>\$5,630</u>	<u>\$10,620</u>

Purpose/Business Case: The amendment is needed to cover the cost of the additional survey work needed on the site.

Benefit: The work will satisfy the Michigan Department of Environmental Quality requirements pursuant to the Michigan Natural Resources Environmental Protection Act.

Funding Source: Federal Aviation Administration Funds - \$9,558; State Restricted Aeronautics Funds - \$531; Oakland County Funds - \$531; Contract Total - \$10,620.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost without federal and state participation.

Cost Reduction: All consultant contracts are reviewed by MDOT personnel for appropriateness and cost reductions.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 48327.

29. *MULTI-MODAL (Aeronautics) - Capital Improvement Projects in Wayne County

Contract (2004-0249) between MDOT and the Wayne County Airport Authority will provide for various capital improvement projects to be undertaken at the Detroit Metropolitan Wayne County Airport in Detroit, Michigan, and the Willow Run Airport in Ypsilanti, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: This is a zero dollar contract. Funding will be obtained from federal, state, and local sources as available and required for the improvement projects.

Purpose/Business Case: Projects covered by this contract will include safety enhancement projects and additional security measures required by recent updates in federal standards. Infrastructure preservation projects will include rehabilitation of airport pavements, lighting systems and signs, drainage systems, terminal buildings, fire/police/snow removal equipment facilities, and cargo facilities. Airport master plan, noise, and environmental studies will also be covered by this contract, as well as noise mitigation measures.

Benefit: The traveling public will benefit from airport safety and security enhancement projects. Neighbors to the airports will benefit from noise mitigation programs. The airlines, freight operators, corporate and general aviation, will benefit from the infrastructure preservation projects, and as a result, there will be overall state and national economic benefits as well.

Funding Source: Funding will be obtained from federal, state, and local sources as available and required for the improvement projects.

Commitment Level: All projects will have a fixed cost.

Risk Assessment: If the contract is not awarded, the projects may not proceed as planned, as the airport sponsor may not be able to afford the cost without Federal and State participation.

Cost Reduction: All consultant contracts will be reviewed by MDOT personnel for appropriateness and further cost reductions. All construction contracts will be procured through Federal procurement guidelines.

New Project Identification: Projects will include engineering or planning studies, land acquisition, or any project included in a grant issued by the Federal Aviation Administration for the airports.

Zip Code: 48198 and 48242.

30. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program

Contract (2004-0252) between MDOT and the Wayne County Airport Authority will provide for a grant under the Air Service Program to improve community awareness of available air service and airport facilities at the Willow Run Airport in Detroit, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated to be \$22,222. Source of Funds: State Restricted Aeronautics Funds - \$20,000; Wayne County Airport Authority Funds - \$2,222.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging the use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft, and understanding of schedules, destinations, and fares.

* Denotes a non-standard contract/amendment

Benefit: The program focus involves increased concentration on educational activities for community awareness and media relations. Impacting these areas through greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Funding Source: State Restricted Aeronautics Funds - \$20,000; Wayne County Airport Authority Funds - \$2,222; Contract Total - \$22,222.

Commitment Level: Actual costs are reimbursed up to the maximum amount of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities would not be undertaken by the local airport, as they could not afford to complete the project without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these types of projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

New Project Identification: This is not a new construction project.

Zip Code: 48242.

31. MULTI-MODAL (Aeronautics) - Design of Airport Improvements

Contract (2004-0254) between MDOT and the Township of Grosse Ile will provide federal and state grant funds for the design of the rehabilitation of runway 4/22 and the improvements to the runway safety area at the Grosse Ile Municipal Airport in Grosse Ile, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via block grant) - \$92,700; State Restricted Aeronautics Funds - \$5,150; Township of Grosse Ile Funds - \$5,150; Contract Total - \$103,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The purpose of the project is to complete design plans and specifications for the rehabilitation of the runway and for improvements to the runway safety area for runway 4/22. The design will be in accordance with FAA standards.

Benefit: Airport users, as well as airport personnel, will benefit from the rehabilitated pavement, and planes will be less susceptible to damage due to poor pavement conditions. The runway safety area improvements will enhance the safety of the airport, which will benefit the users of the airport as well as the surrounding community.

Funding Source: FAA Funds (via block grant) - \$92,700; State Restricted Aeronautics Funds - \$5,150; Township of Grosse Ile Funds - \$5,150; Contract Total - \$103,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for appropriateness and further cost reductions.

New Project Identification: The design work is for the rehabilitation and improvement of an existing facility.

Zip Code: 48138.

32. MULTI-MODAL (Aeronautics) - Design of Taxiway and Apron Rehabilitation

Contract (2004-0255) between MDOT and the City of Holland will provide federal and state grant funds for the design of the rehabilitation of a taxiway and apron at the Tulip City Airport in Holland, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via Block Grant) - \$37,800; State Restricted Aeronautics Funds - \$2,100; City of Holland Funds - \$2,100; Contract Total - \$42,000.

Purpose/Business Case: The purpose of the project is to complete design plans and specifications for the rehabilitation of the taxiway and apron.

Benefit: The benefit is to provide a design that will meet all federal and state safety and airport design standards. The rehabilitation will improve safety at the airport.

Funding Source: FAA Funds (via Block Grant) - \$37,800; State Restricted Aeronautics Funds - \$2,100; City of Holland Funds - \$2,100; Contract Total - \$42,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for appropriateness and further cost reductions.

New Project Identification: The design work is for rehabilitation of an existing facility.

Zip Code: 49423.

33. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2004-0256) between MDOT and the City of White Cloud will provide federal and state grant funds for the land acquisition costs of parcels 3, 4, and 5 at the White Cloud Airport in White Cloud, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via block grant) - \$27,000; State Restricted Aeronautics Funds - \$1,500; City of White Cloud Funds - \$1,500; Contract Total - \$30,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project will provide for an extension to runway 18/36. As a result, additional land is needed in order to control the future runway protection zones and building restriction areas.

Benefit: The benefit is to the airport and the surrounding area. By acquiring these properties, the airport will help to ensure clear approaches, as well as maintaining safety by controlling the properties inside the runway protection zones and limiting any building obstructions inside the building restriction areas.

Funding Source: FAA Funds (via block grant) - \$27,000; State Restricted Aeronautics Funds - \$1,500; City of White Cloud Funds - \$1,500; Contract Total - \$30,000.

Commitment Level: The contract has a fixed cost for the consultant services.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and cost reductions.

New Project Identification: This is a new project required for an existing facility.

Zip Code: 49349.

34. MULTI-MODAL (Aeronautics) - Design of Fencing

Contract (2004-0257) between MDOT and the City of Holland will provide federal and state grant funds for the design of fencing for animal control and security at the Tulip City Airport in Holland, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via Block Grant) - \$33,660; State Restricted Aeronautics Funds - \$1,870; City of Holland Funds - \$1,870; Contract Total - \$37,400.

Purpose/Business Case: The purpose of the project is to complete design plans and specifications for animal control and security fencing.

Benefit: The benefit is to provide a design that will meet all federal and state safety and airport design standards.

Funding Source: FAA Funds (via Block Grant) - \$33,660; State Restricted Aeronautics Funds - \$1,870; City of Holland Funds - \$1,870; Contract Total - \$37,400.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for appropriateness and further cost reductions.

New Project Identification: The fencing is new work.

Zip Code: 49423.

35. MULTI-MODAL (Aeronautics) - Wetland Delineation

Contract (2004-0259) between MDOT and the City of Sturgis will provide federal and state grant funds for wetland delineation at the Kirsch Municipal Airport in Sturgis, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via Block Grant) - \$8,640; State Restricted Aeronautics Funds - \$480; City of Sturgis Funds - \$480; Contract Total - \$9,600.

Purpose/Business Case: The project involves wetland delineation to meet the requirements of the Michigan Department of Environmental Quality (MDEQ) for identifying impacts of proposed improvements on wetlands.

Benefit: The work will satisfy MDEQ requirements pursuant to the Michigan Natural Resources Environmental Protection Act.

Funding Source: FAA Funds (via Block Grant) - \$8,640; State Restricted Aeronautics Funds - \$480; City of Sturgis Funds - \$480; Contract Total - \$9,600.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: All consultant contracts are reviewed by MDOT personnel for appropriateness and for any additional cost savings.

New Project Identification: A consultant will be procured to gather the environmental data.

Zip Code: 49091.

36. MULTI-MODAL (Aeronautics) - Design of Runway Rehabilitation

Contract (2004-0260) between MDOT and the City of Battle Creek will provide federal and state grant funds for the design of the rehabilitation of runway 13/31 at the W. K. Kellogg Airport in Battle Creek, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years. Source of Funds: FAA Funds (via block grant) - \$42,750; State Restricted Aeronautics Funds - \$2,375; City of Battle Creek Funds - \$2,375; Contract Total - \$47,500.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the design of the resurfacing of runway 13/31. The project will provide technical drawings and specifications to bidders for the final contract.

Benefit: The benefit is to provide a design that meets all federal and state safety and airport design standards.

Funding Source: FAA Funds (via block grant) - \$42,750; State Restricted Aeronautics Funds - \$2,375; City of Battle Creek Funds - \$2,375; Contract Total - \$47,500.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for appropriateness and additional cost reductions.

New Project Identification: This is for rehabilitation of an existing facility.

Zip Code: 49015.

37. MULTI-MODAL (Aeronautics) - Utility Relocation

Contract (2004-0262) between MDOT and the City of Fremont will provide federal and state grant funds for utility relocation at the Fremont Municipal Airport in Fremont, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via block grant) - \$63,000; State Restricted Aeronautics Funds - \$3,500; City of Fremont Funds - \$3,500; Contract Total - \$70,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the relocation of the overhead utility at the airport, which is in conflict with the runway extension project. Therefore, the relocation is required per Part 77 of the Aeronautics Code.

Benefit: The benefit of the project is that the runway extension project can continue, which will enhance the safety of the corporate aircraft operating at the airport.

Funding Source: FAA Funds (via block grant) - \$63,000; State Restricted Aeronautics Funds - \$3,500; City of Fremont Funds - \$3,500; Contract Total - \$70,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local governmental cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder.

New Project Identification: The utility relocation is for an existing facility.

Zip Code: 49412.

38. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update

Contract (2004-0264) between MDOT and the Hastings City/Barry County Airport Commission will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Hastings City/Barry County Airport in Hastings, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via block grant) - \$65,430; State Restricted Aeronautics Funds - \$3,635; Hastings City/Barry County Airport Commission Funds - \$3,635; Contract Total - \$72,700.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the updating of the airport layout plan.

Benefit: The updated ALP document will meet current FAA standards and requirements.

Funding Source: FAA Funds (via block grant) - \$65,430; State Restricted Aeronautics Funds - \$3,635; Hastings City/Barry County Airport Commission Funds - \$3,635; Contract Total - \$72,700.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, and federal funds may be lost.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for additional cost reductions.

New Project Identification: This is for the update of an existing document.

Zip Code: 49058.

39. MULTI-MODAL (Aeronautics) - Site Preparation for Hangar Relocation

Contract (2004-0265) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for the site preparation of the relocation of the hangars at the Livingston County Airport in Howell, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via Block Grant) - \$3,017,374; State Restricted Aeronautics Funds - \$142,385; Livingston County Funds - \$142,388; Contract Total - \$3,302,147.

Purpose/Business Case: The project includes the site preparation for the relocation of hangars, which is necessary in order to make room for the relocation of runway 13/31.

Benefit: Relocating the hangars will make way for the runway relocation project. The community will benefit from the relocated runway in that the airport will be able to accommodate larger business aircraft and heavier airport traffic.

Funding Source: FAA Funds (via Block Grant) - \$3,017,374; State Restricted Aeronautics Funds - \$142,385; Livingston County Funds - \$142,388; Contract Total - \$3,302,147.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder.

New Project Identification: This is a new project.

Zip Code: 48855.

40. *TRANSPORTATION PLANNING - Increase Services and Amount, Extend Term

Amendatory Contract (2003-0285/A1) between MDOT and SmithGroup JJR will provide for an increase in services to include the design of a decal and a highway sign to promote the section of highway on I-69 as a Recreational Heritage Corridor, for feasibility recommendations for existing structures and new gateway enhancements, and for the preparation of grant requests for the coming year for projects that will increase the visibility of the Heritage Route in the community; will increase the contract amount by \$24,704; and will extend the contract term by approximately four months in order to allow the consultant additional time to complete the project, including the additional services. The original contract provides for the performance of services necessary for the nomination of the I-69 corridor in Branch and Calhoun Counties for Scenic Heritage Route designation, including educating the community and holding meetings for major stakeholders. The revised contract term will be May 23, 2003, through September 30, 2004. The revised total contract amount will be \$89,927. Source of Funds: Federal Highway Administration Funds - \$71,941.60; State Restricted Trunkline Funds - \$17,985.40.

Purpose/Business Case: The purpose of this contract is to assist the residents of Branch and Calhoun Counties in securing Heritage Route designation for the I-69 corridor. Heritage Routes were created by the legislation in 1993. The program emphasizes cooperation among local residents, their government officials, landowners, and interested groups to preserve unique scenic, historic, or recreational highways. The Heritage Route Program is a grass roots program requiring involvement by local residents to ensure that their highway and its roadsides remain in their natural and unspoiled conditions. Michigan's residents have an opportunity as individuals, groups, or communities to become involved in this important effort to preserve Michigan's roadsides with scenic, historic, and/or recreational qualities.

Benefit: Will identify, preserve, and enhance Michigan's scenic, historic, and recreational resources. Will provide an opportunity for growth management within a corridor by encouraging appropriate development.

Funding Source: The funding for this project is enhancement grant ENH200300112. Enhancement grant funds are to be used on projects of this type. The funds must be spent by November 2004. Federal Highway Administration Funds - \$71,941.60; State Restricted Trunkline Funds - \$17,985.40.

Commitment Level: This is a cost plus fixed fee contract.

* Denotes a non-standard contract/amendment

Risk Assessment: MDOT will lose the funding if this project is not undertaken.

Cost Reduction: The contract and amendment were negotiated with the consultant and we reached a lower cost.

New Project Identification: This is not a new project.

Zip Code: 48104.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

77869A		
State Restricted Trunkline Funds	100	%
78197A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 48910

2.	LETTING OF MAY 07, 2004	ENG. EST.	LOW BID
	PROPOSAL 0405092	\$ 22,743,513.37	\$ 19,699,674.54
	PROJECT ANH 39014-50763, ETC		
	LOCAL AGRMT. 04-5198, 04-5199		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 06, 2005		-13.38 %

10.27 mi of unbonded concrete overlay, ramp extensions, guardrail upgrades, superelevation modifications, joint repair, diamond grinding, bridge repairs, and pedestrian culvert on US-131 from north of M-43 to north of M-89, at the Kalamazoo River Bridge (B01 of 03111), cities of Plainwell and Kalamazoo, in Alamo, Oshtemo and Otsego Townships, in Allegan and Kalamazoo Counties.

12.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 21,938,488.19	Same	2
John Carlo, Inc.	\$ 21,986,850.32	Same	3
Interstate Highway Construction	\$ 19,699,674.54	Same	1 **
Six-S, Inc.			
E & B Paving, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

50763A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
60486A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
72491A	
Federal Highway Administration Funds	81.85 %
Gilmore Foundation	2.89 %
Kalamazoo Foundation	2.89 %
State Restricted Trunkline Funds	5.15 %
Kalamazoo Township	2.89 %
Oshtemo Township	4.33 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49080

LOCAL PROJECTS

3.	LETTING OF MAY 07, 2004	ENG. EST.	LOW BID
	PROPOSAL 0405014	\$ 430,218.99	\$ 372,745.65
	PROJECT STU 41401-56390		
	LOCAL AGRMT. 04-5086		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 01, 2005		-13.36 %

0.31 mi of road reconstruction, including hot mix asphalt pavement, concrete curb and gutter, drainage structures, sidewalk ramps, storm sewer, watermain, street lighting, pavement markings and landscaping on Alpine Avenue from Stocking to 6th, in the city of Grand Rapids, Kent County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 409,245.40	Same	8
Velting Contractors, Inc.			
Milbocker and Sons, Inc.			
Dykema Excavators, Inc.	\$ 382,641.80	Same	5
Nagel Construction, Inc.	\$ 372,745.65	Same	1 **
Wadel Stabilization, Inc.	\$ 376,888.15	Same	2
Wyoming Excavators, Inc.	\$ 409,290.00	Same	9
Nashville Construction Company	\$ 399,703.60	Same	7
Geocon, Inc.	\$ 381,524.25	Same	4
Diversco Construction Company	\$ 396,741.30	Same	6
Schippers Excavating, Inc.			
Kentwood Excavating, Inc.	\$ 546,820.00	Same	10
Grant Tower, Inc.	\$ 377,489.80	Same	3

10 Bidders

* Denotes a non-standard contract/amendment

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56390A	
Federal Highway Administration Funds	62.48 %
City of Grand Rapids	37.52 %

Zip Code: 49504

4.	LETTING OF MAY 07, 2004	ENG. EST.	LOW BID
	PROPOSAL 0405034	\$ 2,146,374.90	\$ 2,072,652.31
	PROJECT EDCF 63544-49867		
	LOCAL AGRMT. 04-5140	% OVER/UNDER EST.	
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 15, 2005		-3.43 %

0.4 mi of concrete reconstruction, drainage, box culvert, grading, signing and signal work on Novi Road at Grand River Avenue, in the City of Novi, Oakland County.

8.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Tony Angelo Cement Construction Co.			
V.I.L. Construction, Inc.			
Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.			
John Carlo, Inc.			
Florence Cement Company			
Angelo Iafrate Construction Company	\$ 2,228,591.77	Same	2
Dan's Excavating, Inc.	\$ 2,374,305.72	Same	3
Sunset Excavating, Inc.			
Posen Construction, Inc.			
ABC Paving Company			
Zito Construction Co.	\$ 2,733,437.03	Same	4
Six-S, Inc.	\$ 2,072,652.31	Same	1 **
L.J. Construction, Inc.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Funding Source:

49867A	
Oakland County	20.00 %
Federal Highway Administration Funds	80.00 %

Zip Code: 48375

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director